The BONDING STRIP

Mark Berns's Special Interest Display 1967

at the SCC Fall Meet! **Story on Page 7**

NCRS NATIONAL CORVETTE RESTORERS SOCIETY

SOUTHERN CALIFORNIA CHAPTER

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Photo Contributors:

Many thanks to Ed Vignone, Ed Hoffman, Mike McCloskey, Jamie Fiffles, and Wendell Hans who contributed photos for this publication.

Keeping your Email address up-to-date is important, so please contact our Webmaster, Ed Vignone, at sccncrs@ncrs.org with any corrections. Email is the method used to notify members of calendar changes and events that take place between issues of the Bonding Strip.

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The board has a meeting at Harbor Chevrolet in Long Beach on the second Monday of each month. Members are welcome to attend.

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Calendar of Upcoming Events

January 2010

20-24	Florida Regional - Kissmmee, FL

February 2010

8	Board Meeting 7 PM - Harbor Chevrolet, Long Beach

March 2010

8	Board Meeting 7 PM - Harbor Chevrolet, Long Beach
13	SCC Spring Meet- Corvette Mikes, Anaheim CA

April 2010

9-10	NCC Spring Meet - Susuin City, CA Contact: Mike Ingham 510-420-0968
10	Bonding Strip Material Input Deadline
10	Cruse to the Sun _ Palm Springs Information Allen Morris
12	Board Meeting 7 PM - Harbor Chevrolet, Long Beach

May 2010

6-8	Pennsylvania Regional - Gettysburg Pennsylvania
10	Board Meeting 7 PM - Harbor Chevrolet, Long Beach
22	Social event at Automotive Driving Museum, El Segundo

June 2010

14	Board Meeting 7 PM - Harbor Chevrolet, Long Beach

July 2010

10	Bonding Strip Material Input Deadline
12	Board Meeting 7 PM - Harbor Chevrolet, Long Beach
13-18	NATIONAL CONVENTION - Concord, NC (Lowes Motor Speedway)

August 2010

9	Board Meeting 7 PM - Harbor Chevrolet, Long Beach
20-22	Northwest Regional Bend OR

September 2010

13	Board Meeting 7 PM - Harbor Chevrolet, Long Beach
25	The 11Th Annual Cruisin For A Cure
30-Oct 2	Western Regional Albuquerque NM

October 2010

8	Board Meeting 7 PM - Harbor Chevrolet, Long Beach
10	Bonding Strip Material Input Deadline
15-16	NCC Fall Meet - Sacramento, CA Contact: Mike Ingham 510-420-0968

November 2010

12	Board Meeting 7 PM - Harbor Chevrolet, Long Beach

December 2010

5	Holiday Brunch - Old Ranch Country Club, Seal Beach

July 2011

13-18	NATIONAL CONVENTION Novi Michigan

June 2012

30-July 4	NATIONAL CONVENTION San Diego CA

Chairman's Comments

by Don Troyer

The new decade is here. Boy time flies. I've been looking over the last ten years and thinking of a few of the technological changes that have taken place. Everyone has a cell phone in their pocket, laptops, notebooks, flat screen computer monitors, large flat screen TVs, digital TV, HD, Blue Ray & GPS are a few things that come to mind. Automobiles have not been left behind. We now have alternate fuels, dual fuel, extended maintenance and increased mileage. We need the mileage since the price of fuel has doubled.

October was the time for the chapter's annual Fall Judged Meet. We returned to the parking lot at The Commons in Calabasas for the fourth year. It is an excellent location, with shopping and restaurants available for anyone who wants a little diversion from the Corvettes. The turnout, of members and corvettes, was great and the cars generated a lot of interest from the shoppers in the area. Johnny Rockets served a lunch of your choice. The meet was preceded on Saturday afternoon by a judging school. The members were divided into small groups. Each group was given a part or parts to judge. The results were reviewed and discussed by everyone. The chapter closed out 2009 with the annual Holiday Brunch and membership meeting in December. It was again held at Almansor Court in Alhambra. A large number of those attending drove a Corvette this year. The Porsche Club commandeered some of our reserved parking spaces so we had to double park the Corvettes. The weather was a perfect winter day in Southern California, about 70.

The recipients of the Chapter Distinguished Service Award were announced during the membership meeting. Pat and Jerry Louer received the award. They are charter members of the chapter and have filled a number of positions on the board over the years. They are currently Judging and Tabulation Chairpersons. At the chapter judged meets they coordinate the judging and tabulating. They also served in this position for the Lake Tahoe Regional. Jerry arranges the judging schools and tech. sessions held each year. The last two years they have coordinated the Southern California leg of the National Road Tour to the National Convention.

Last year's chapter board members will return for another year. We do need volunteers for two positions. The first is Public Relations. This position keeps chapter information and upcoming chapter activities posted on web sites. The second would involve sourcing, ordering and distributing merchandise with the chapter logo. If you have a little spare time and an interest, call me for the details of these positions. I would like to thank everyone who helped plan and prepare for the many chapter events in 2009. Also thanks to those who attended the events. The NCRS Chapter Award Program keeps track of member participation and Barbara reports that the chapter completed all of the requirements to be a Top Flight chapter again for 2009.

As we move into the new year, I would like to wish everyone a happy, healthy and prosperous NEW YEAR. Plans are being made for a number of events. The Spring Judged Meet is in the planning stage. The locations that we planned to use are not available, so we are considering other locations. The third Cruise to the Sun will take place on April 10th. Everyone that has gone on this drive to Palm Springs has had a great time. It's a full day of low key activities that can include shopping, eating, meeting other car owners with similar interests, showing your car, and gambling. This year it is on the second Saturday of April because of Easter.

The chapter has made arrangements with Crusin' for a Cure to preregister chapter members again this year. The registration form is in this issue and take note that the chapter will contribute $10 of the fee. The registration fees for Crusin' for a Cure go directly to City of Hope Cancer Foundation. This years Cruise will be on September 25 at the Orange County Fair & Event Center.

The NCRS National Board has had the goal of creating a Scholarship Fund for many years. It took time to form a Foundation and take in contributions to fund a scholarship program. The November-December DRIVELINE has the information on pages 10-13 detailing the requirements and application forms for the first scholarships. The deadline was January 15 for the currant school year. If you have a family member that will be in collage this fall review this information and be prepared to apply when the next scholarships are offered.

Region IX Representative Report

By Ed Vignone

2009 has come to an end and I hope that all had a pleasant Holiday Season. This year our family gathered together in Lake Tahoe and I spent some quality time with my children and grandchildren.

2009 was a great year for Region IX Chapters which hosted an outstanding Regional at Lake Tahoe and National in San Jose and many successful Chapter Events.

2010 should be a good year for NCRS with Six Regionals planned and the National being held in Concord NC at the Lowes Motor Speedway on July 13 – 18, 2010. The room reservations will not be delayed until you register with NCRS, reservations are available now from the Host Hotel and other Hotels in the area (see the latest Driveline for Hotel information).

I plan on going to the Florida Winter Regional and look forward to seeing old friends and meeting new ones. Hope to see you there!

NCRS will have a presence at The Barrett Jackson Auction which will be held Jan 18- Jan 24. They can always use some help if you plan to be in the area.

The Region IX chapters have contributed to charities in 2009 and are in line to get matching funds from National.

I might reiterate the fact that each NCRS member who has earned Judging Points, Tabulation Points and/or Sportsman Award points can find that information posted on his/her Member Profile; however to do so you must be registered on the Technical Discussion Board.

The procedure is as follows:

First you must be logged in to the Technical Discussion Board. You should see ***Welcome*** *in the upper right hand area of the screen.*

At the bottom of the home page you will find a list of logged in members. Find your name and click on it. Scroll down to the bottom of that page and on the left side you will find your Judging and Tabulating Points along with the events that you have been credited for in the past 12 months.

If you have not received credit for an event that you have participated in, you need to contact the Judging Chairman of that event. You need to be aware that Judging Chairmen need a couple weeks to a month to get the data recorded after an event so give them the time to do that. If after that time you have not been awarded the points you have earned, be sure and contact the Judging Chairman of the event for which you have not received credit as soon as possible.

The next National Board meeting will be held in Concord NC on March 19- 21, 2010. If you have questions or concerns please contact me. vignone@ieee.org

To the following new Members

Don Hooper, Craig & Dannie McClaughlin and Chris Henry

Cover Car!

Mark Berns's Special Interest Display 1967

On Thursday, December 8, 1966 Tom Briden was pacing his dealerships floor anticipating the auto transporters arrival. This was no ordinary car that he was anxiously awaiting; it was a 1967 Corvette that he had specially ordered.

Tom Briden had ordered hundreds, maybe even thousands of cars as the owner of Briden Chevrolet dealership in Valier, Montana (population 514), but this particular car was different.

Tom ordered this corvette after months of asking himself, how could I attract customers to my dealership and create a buzz within the local Montana community?

He decided to order a 1967 Corvette convertible in rally red exterior, white stinger, white / black interior, 427 / 435 horsepower tri-power engine (L71 engine), side exhaust, headrests, shoulder harnesses and many more unusual options (see below).

This car wasn't ordered for a customer, it was ordered for the dealership. Many corvettes were ordered for customers who had very limited budgets and wanted the most horsepower with very few options.

This car sat in the Briden Chevrolet showroom on display for over 10 months, until on October 28, 1967 Wally & Helen Floren of Kalispell, Montana convinced Tom Briden to sell them the 1967 Corvette on display. They traded in Helen's 1964 Ford Thunderbird. The Floren's paid $5,682 for the 1967 Corvette and after receiving a $3,007 credit for their trade in they owed $2,675: plus taxes and license.

The Briden Chevrolet dealership is still in business today. The current owner, Jim Briden clearly remembers the day the 1967 Corvette arrived. Jim was actually the first person to drive the car and personally prepared the car for the showroom display the day it arrived.

The 1967 Corvette was Helen's car. She never liked the 1964 Thunderbird. Wally at the time owned a 1965 Corvette that Helen just loved to drive.

In the spring of 1974 Wally was transferred to Missoula, Montana. The first night in Missoula someone attempted to steal the car and cut the soft top. Helen was livid and the next morning she drove the car back to Kalispell, Montana where she parked the car in their daughter's garage where it sat for 11 years, until 1985.

The car currently has only 37,500 original miles, its original drive train and white/black interior, etc. I am the forth owner of this car.

The car was ordered with the following options:

Base Corvette Convertible- 19467	Rally Red - 974	White/Black Vinyl Trim- 455BC4
Convertible Top White- C05BA	Tinted Windshield- A02	Power Windows- A31
Headrest Bench Seat- A82	Shoulder Harness- A85PB	SPL Suspension EQ- F41
Prostration Axle 355R - G81	Transistor IGN EQ- K66	Speed Close Ratio- M21
435 HP V8 Turbojet- L71	Telescopic STRG WHL- N36	Side Exhaust- N14
AM/FM Radio- U69		

In addition the car has original Aluminum wheels (Bolt on wheels) (N89) and 7.75x15-4 Ply Tires - Red stripe (QB1)

I have pictures of the car from 1967 with Wally Floren (the original owner). I also have the original shipping receipt, protect-o-plate (POP) showing W & H Floren as the original owners, Chevrolet 1967 Owner Protection Plan, New Vehicle Warrant Book, original tank sticker (in perfect condition) and the original key's and letters from Wally Floren, etc.

Since acquiring the car it has received the Bloomington Gold, NCRS Local, Regional & National Top Flight Awards along with Performance Verification and the Duntov Mark of Excellence Award.

Of all the awards this car received the most difficult and challenging was passing the Performance Verification (P.V.). I would like to thank Jeff Reade for both preparing the car and preparing me for the P.V. ordeal. Jeff is not only an excellent mechanic, but is also passionate about preserving the originality of Corvette's.

SCC Fall Meet!

SCC Members & Their Cars in the Cool SoCal Sun!

Jim Fulmer - Top Flight ‘57

Joel B. Berk - Second Flight ‘59

John Campbell - Top Flight ‘60

Harry Hibbs - Top Flight ‘61

Don Hooper - Second Flight ‘65

Justin Berenbaum - Second Flight ‘66

Peter Koretz - Top Flight ‘67

Jamie Fiffles - Top Flight ‘69

SCC Fall Meet! Cont.

Vic Preisler - Top Flight ‘70

Steve Tvorik - Top Flight ‘73

Thad Champlin - Top Flight ‘90

John Campbell - Top Flight ‘93

Flight Awards and Recognition
SCC Fall Meet - Calabasas CA 10-25-09

Top Flight Award

Jim Fulmer	1957
John Campbell	1960
Harry Hibbs	1961
Peter Koretz	1967
Jamie Fiffles	1969
Vic Preisler	1970
Stephen Tvorik	1973
Thad Champlin	1990
John Campbell	1993

Second Flight Award

Joel Berk	1959
Don Hooper	1965
Justin Berenbaum	1966
John Drake	1967
Andy Gellette	1976

Chapter Participants for Sportsman Award

Darold Shirwo	1964
Ron Bartow	1967
Bob Behlman	1967
Don Troyer	1967
Norm Shier	1986
Larry Wright	1992
John LeGate	2002
Rob Myrick	2008

Longest Driven Award

Bob Behlman 1967

Longest Trailered

Jim Fulmer 1957

Ladies Choice

Joel Berk 1959

Special Displays

Special Interest Display

Mark Berns 1967

Duntov Award Display

Jaime Gesundheit 1966

Mark of Excellence Display

Ed Hoffman 1993

SCC Holiday Brunch!!!

A spectacularly sunny day, right before the rain, was a perfect opportunity to drive your Corvette to the SCC 2009 Holiday Brunch in Alhambra, and many of us did!

Happy Attendees, and Double Parking was the rule!

Pat and Jerry Louer Receive the Distinguished Service Award>

Carol & Don Troyer

Barbara & Ed Vignone

Bob & Joan Behlman

Adam, Jamie & Robbyn Fiffles

Diana & Larry Wright

Stephen & Kathryn Tvorik

SCC Holiday Brunch!!! - Cont.

Les Rajczi & Mary McDermid

Phil & Anne Roche

Marv & Jan Strober

Rusty & Verity Hobbs

Kay & Pat Collins

Jerry & Pat Louer

Sharon & Gary Sunda

Ed Hoffman, Diana & Larry Wright

Cure 4 a Lazy Eye

Tech Article

Or "Why won't my C-3 headlight door close?"

By Mike McCloskey

One of the most common problems with the vacuum system on a C-3 is the failure of one or both of the headlight doors to open or close. If the problem is with both doors there is probably a vacuum leak in the hoses and there is insufficient vacuum to the entire system. This can be verified by a failure of the wiper door system and a rough engine idle. Test using a vacuum gage and insure that you have a minimum of 12 inches of mercury.

If only one headlight door fails to operate, and you have good vacuum to both sides of the actuator, the problem is probably NOT a failure of the diaphragm in the actuator as is most commonly assumed. In my experience I have never seen a used actuator with a defective diaphragm. The failure is most likely caused by a leaking actuator shaft seal.

There is an easy test to determine if the seal is leaking. Open the hood and reach in with two fingers and push rearward on the shaft seal boot and hold it against the actuator. See photo #1.

Now have a helper start the engine (insure that the car is in Park or Neutral and the emergency brake is set so you don't get run over) and have the helper actuate the headlight switch. If the door now closes, even if somewhat slowly, you have partially sealed the vacuum leak at the seal and found the problem.

It is now necessary to remove the offending actuator. This is accomplished from under the car through the large hole in the lower valance. Slide off the two vacuum lines, remove two hold down springs, cotter pin and clevis cross shaft. Next, remove the four mounting nuts with a long extension and a ½" swivel socket. Have the helper hold the actuator while you remove the last nut. Wrap the unit in a soft towel so as to not scratch that beautiful paint job. Have the helper open the hood the last few inches and hold it against the hood support. This provides the half inch or so of additional clearance needed to remove the actuator out the top at the centerline of the car.

While the aftermarket is happy to sell you a new actuator assembly for about a hundred bucks, it is much easier and less expensive to simply replace the shaft seal. Most Corvette vendors offer an Actuator Seal Rebuild Kit for around $25 (Corvette Central P/N 443012). It includes the seal, steel retainer and dust boot. See Photo #2 .

Before starting the seal replacement, note the location of the clevis on the end of the shaft. Do this by counting the number of threads showing. Replacing it in the same position should give you proper actuator stroke adjustment. If not, the assembly manual provides detailed information on proper adjustment. Now, remove the clevis, dust boot, steel seal retainer and defective shaft seal. It's a good idea to lightly polish the shaft with some fine emery cloth where the seal seats. Reassemble in reverse order. When reinstalling the clevis cross shaft, lubricate nylon bushings, clevis and shaft with white grease. Use a new cotter pin! There you have it. The door should operate as advertised. Submitted by; **Mike McCloskey**, NCRS Member #8767 clutchmccloskey@yahoo.com

The HEART of the Beast! By Ed Hoffman

The LT5 engine in the car is the primary one. The rocket on the back is only operational when one turns on the dash Power Key. Then WOW– What a Ride!!!

I enjoy everything Corvette, in particular the cars, my fellow NCRS members, and the judges who have taken the time to mentor me. I have special thanks for Dave Ferguson, without whose help, advice, and parts, my 57 would have taken longer to complete. I lusted for a Corvette for years while raising and educating a family. In 1999 I found Dave Ferguson, who had a basket case 1957. That Corvette went from basket, to the Duntov Mark of Excellence in 7 years. I saw the handwriting on the wall, as soon as I brought the 57 home with its award. I had nothing to do. I searched for the right Corvette to fill my NCRS judging void, and garage time. Being retired can place a heavy burden on a fellow. You have to figure in all those honey-do's, as well as Corvette time.

I read a book called the Heart of The Beast, and got hooked on the ZR-1. Now, what year? I discovered, the 1993 Ruby 40th Anniversary ZR-1 had a very limited production. There were 245 built, 240 sold and 5 were kept back for R&D. Californians bought 32 of the little beauties. I found one in Camarillo, California, with 16,900 miles. I drove it around Southern California for a few days, just to find out if it was a beast. It is more than that. I would classify it as the silent beast, it purrs while at the stop light, and roars through the gears when challenged by some generation X'er, with a rice rocket. It is the most fun car I have ever driven. Enough of that!

I found the Corvette to be very correct in almost all of the judged items. I want to clarify one thing. When I started on the path to the final award involving this Corvette, I decided to drive where ever I presented it. First judging was in 2007 at Leavenworth, Washington. The car did well, and scored 100 points with driving miles. We followed up with a trip to Denver, Colorado, for the PV. I don't know how your other C-4 guys faired, but my car did not like the weather. The snow was blowing horizontally through the parking structure, and nothing on the car wanted to cooperate. I thanked Tom Barr, the Team Leader for his time, advice, and freezing his ---- off. I brought the car home 2,500 miles later. Fixed all the dings I got in Denver, and took off for Bend, Oregon, where the PV was successful.

Soooo much electronics, and to me electricity is something you can feel but not see, sort of like making love. The next stop was at Lake Tahoe where she scored 98+. Then on to the big event in San Jose, where I received the Dave Hill Mark of Excellence. I received my judging sheets a few weeks later and was very surprised to find the little beauty scored 100%, because I drove it to San Jose. I think I will slow down on having cars judged, and concentrate on my master judge Red hat. I am 15 points away. I plan on attending the 2010 Nationals, and 3 western states regional events. I may qualify by the 2012 Nationals in San Diego. That's my story!

Ed Hoffman NCRS# 33113

Tech Article

Cure 1982 to 1993 Fuel Pressure Failure

By Wendell Hans

The Crossfire Injected 5.7 litre engine just slowed down and quit. The car is 1984 Corvette vin#42723 built in May 1984. We could have stalled on State Street during the Fourth of July Parade. We could have stalled on US101 on the way home from the picnic.

Lucky for us #42723 stalled in our garage. Unlucky for me it was one day before my scheduled bi-annual California smog test for renewing the California license plates. This is a car the President wants off the road. It is black. The air conditioning consumes too much energy because of the color. At 23mpg on 87 octane unleaded the car is a gas guzzler in his mind, even when the tires are properly inflated. Vin#42723 is twenty-five years old. It is now a product of Government Motors. Vin#42723 is a political symbol of excessive consumption. I will fix it anyway.

When an engine will not run the first thing you look for is spark. I had a good spark. Then you look for fuel delivery. With Crossfire Injection you can see the twin injectors spray when the engine is cranking. I had spark and I had spray. Next the service manual suggests checking fuel pressure. The service manual suggests inserting the pressure gage on the injector side of the fuel filter.

The electrical manual for the 1984 Corvette explains how the fuel pressure system is supposed to work. Turn the key on and a relay energizes the fuel pump for two seconds. Crank the engine and four psi of oil pressure will override the relay and operate the fuel pump. I had battery voltage for two seconds. I had battery voltage cranking. Looking at the three wire connector to the pump the black outside wire is ground. The other outside wire is battery voltage. The middle wire is the fuel level sender signal. I had three psi of fuel pressure. I was supposed to have 9psi to 13 psi.

When I removed the fuel pump assembly the cause of low fuel pressure was obvious. The short section of hose between the pump and the delivery pipe had rotted. Rubber flaked off as powder. There was a hole in the hose. Most of the fuel was being leaked back into the fuel tank. Replacing the hose saved me $250 for a GM fuel pump assembly on Ebay. It saved me $80 for a Delphi pump at my local parts store. In addition to replacing the hose I replaced the fuel inlet strainer.

The first image shows the 1984 fuel pump assembly. The second image is a closer look at the defective hose and original clamps.

You cannot see the hole. It closed up when the hose dried out. This failure could happen to 1982 and 1984 Crossfire Injection and 1985 to 1993 Tuned Port Injection fuel pumps as well. Inspect the fuel pump. If it is a hose you can save big bucks. When I reinstalled the assembly with the new hose I measured 12 psi within two seconds of turning on the key. The engine started instantly. The fuel pressure specification for Crossfire Fuel Injection is 9psi to 13 psi. The fuel pressure specification for Tuned Port Fuel Injection is 41psi to 47psi.

The 1992 Corvette Service Manual offers some advice about alcohol related failures that was not included in the 1984 Corvette Service Manual.

Diagnosis ALCOHOL-IN-FUEL

Alcohol in fuel can be detrimental to fuel system components and may cause drivability problems such as hesitation, lack of power, stall, no start, etc.

The problems may be due to fuel system corrosion and subsequent fuel filter plugging, deterioration of rubber components and/or air-fuel mixture leaning.

Various types and concentrations of alcohols are used in commercial fuel. Some alcohols are more detrimental to fuel system components than others.

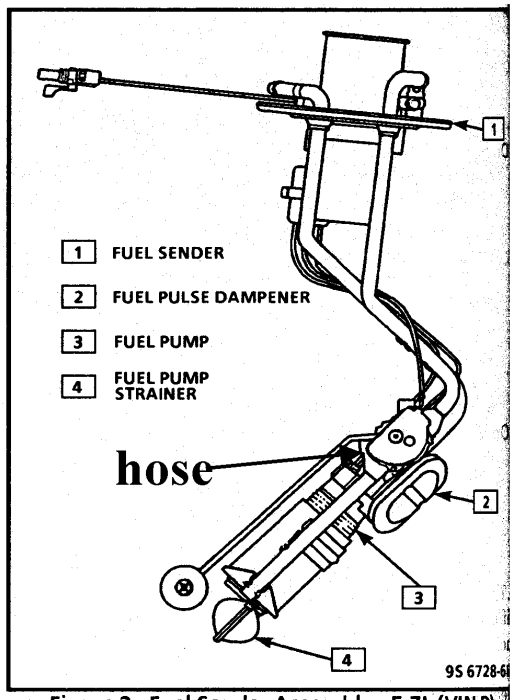

Figure 2 - Fuel Sender Assembly - 5.7L (VIN P)

The 1992 LT5 fuel pump assembly has two hoses as shown. >

< The 1984 fuel pump assembly and the LT1 pump have one hose as shown.

1984 Corvette vin#42723 kept the appointment and passed the smog test.

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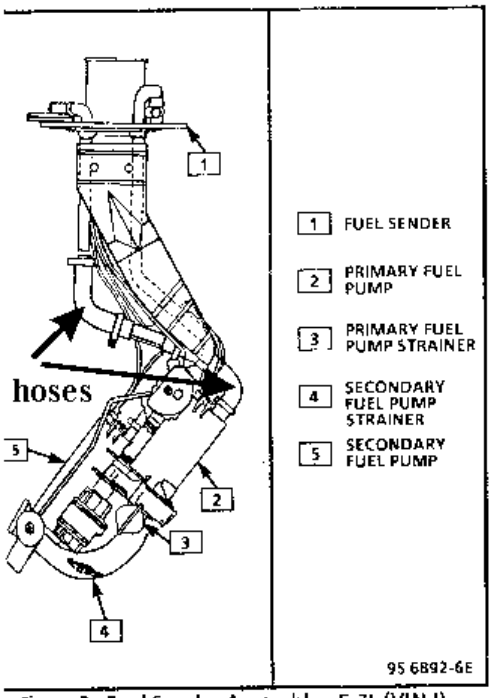

Figure 3 - Fuel Sender Assembly - 5.7L (VIN J)

Technical Articles Needed

Free NCRS Portfolio

The Bonding Strip needs you to share your latest Corvette repair or restoration in a technical article. With digital cameras and word processors it's a snap to write an article. Just send in a Microsoft Word, Word Perfect or a text document along with some photos and we will take care of the rest. The SCC Board will provide an embroidered NCRS portfolio and luggage tag as an award in recognition of those members who write three articles which are accepted for publication.

Embroidered NCRS Portfolio

Send articles to: Jamie Fiffles; Email: jamiedfiff@aol.com; Phone: 818-246-5745; 1700 Tambor Drive, Glendale, CA 91208

1967 to 1982 Parking Brake Adjustment

Our Twelve Step Program to Stop Rolling *by Ron Bartow*

If you've changed your trailing arm assemblies, or just changed the hardware for your parking brake system, you'll need to make adjustments to the parking brake so that you can actually set it without pulling back so far on the handle that you crack your center console, before it holds. On the other hand, if your parking brakes are too tight and you'll end up dragging your parking brakes while driving, robbing your Corvette of some of its potential power.

In the Chevrolet Shop Manuals, there are actually two procedures that are referenced when it comes to the parking brakes. These two procedures are in two separate areas of the Brakes chapter of the manual. One is just the adjustment to make when the brake has been used for a while and needs some tightening; the other is for setting the handle operation. Both of the procedures outlined are necessary when we have changed the trailing arms or the cables of our parking brake system. The order of accomplishing the procedures can be confusing as presented in the shop manual. What I present here is a simplified, step by step process taken from the manual, to get that parking brake set just as Chevrolet intended.

Step 1 in this procedure is to loosen the wheels lug nuts while the tire is still in contact with the ground. Don't take the lug nuts off, just break them loose. You'll be able to take the lugs off in step three.

Step 2 is to get the rear wheels off the ground safely. If you have access to a hoist, great, but using a floor jack and jack stands will work just fine. Be sure to never trust just a jack alone. BE SURE THE FRONT WHEELS ARE CHOCKED.

Step 3 is to remove the rear wheels. Once the car is safely in the air is the time to take those lug nuts the rest of the way off.

Step 4 put the parking brake handle in the **off** position.

Step 5 you'll need to loosen the nuts at the "equalizer" so as to allow the cables to have slack. The parking brake shoes will be fully released at this point. You'll need a pair of wrenches to release the two nuts locked together. >

< **Step 6** is to turn the brake disc by hand to **line up the adjuster hole** with the parking brake shoe adjuster located at the bottom. You may need a bright flashlight to look into the hole in order to line up your access hole. The adjuster is the star shaped item shown here without the disc assembly for ease of viewing. Note that the adjuster star tips will contact the spring above the adjuster. This spring is what stops the adjuster from spinning freely. We'll be counting "clicks" past this spring for our adjustment.

Step 7 will require a flat or straight bladed screwdriver for the actual adjustment. Insert the screwdriver through the access hole and engage the star portion of the adjuster. At this point we have the parking brake handle off, the parking brake cables are loose and slack, and so we should be able to turn the brake disc by hand. We need to **tighten the parking brake shoes just to the point that we can no longer turn the disc by hand**. To accomplish this we will put the screwdriver blade through the access hole and engage it in one of the upper star ends and move our screwdriver handle upward, away from the floor, in a teeter totter fashion. Repeat this action until you are no longer able to turn the brake disc by hand. Left and Right sides tighten and loosen the same way. No mirror image thing here.

Step 8 undo what you just did; to a point. Now that we've tightened the parking brake to the point that it will no longer allow the disc to turn, we need to **back off that adjustment 6 to 8 "clicks"**. To loosen the adjustment, we will need to engage the star adjuster near the lower end and move our screwdriver handle towards the floor in the opposite fashion of our tightening maneuver.

Step 9 pull the parking brake handle to the engaged position by counting exactly **13 clicks** up from the off position. We'll be doing this step a few times as we work the next adjustment. Be patient and be sure to engage the handle the same 13 clicks each time for consistency.

Step ten we must tighten the nut by the equalizer to take the slack out of the cables to the point that it takes **80 pounds** of force to pull our parking equalizer to the point that it's imbrake handle to the 14th click. This will take a few tries to get it set. How do you measure 80 pounds of force? Think of it this way. Do you think you could curl an 80 pound weight with one hand while sitting in a Corvette? Consider tightening the nut by the possible to move the handle to the 14th click.

Step eleven Once we have found the setting for the nut by the equalizer, lock it in place with the other nut.

Step twelve Put your wheels back on and snug the lug nuts. When we get the tires to touch ground, tighten them completely, but without the full weight of the car. Once they are fully tightened, lower the car to the ground.

Your parking brake is now set the way Chevrolet intended.

SCC/NCRS Membership and Renewal Application

Name _____ Address _____

City_____ State _____ Zip _____

Phone: home _____ work _____

E-mail address _____Nation NCRS Membership #_____

(Note, you have to be a member of the National Corvette Restorers Society to join the SCC/NCRS Chapter)

Corvettes Owned _____

You have my permission to publish my name, address and phone number in the annual SCC roster.

Yes [ ] No [ ] _____ Signature _____

Make $28.00 annual membership fee check payable to SCC/NCRS and mail to:

Darold Shirwo 8484 Wilshire Blvd., #605 Beverly Hills, CA 90211 (310) 278-2000

Membership in the SCC/NCRS includes a subscription to the chapter newsletter The Bonding Strip, which is published four times per year and includes details on chapter activities, tech tips, free classified advertising for members and discounts to chapter meets and functions.

Pediatric Cancer Research Foundation (PCRF)

NOTICE!!! PCRF is accepting Cellular Phones that are no longer needed. You can give your old phones to any SCC Board Member or send them to PCRF 9272 Jeronimo Road, Suite A-107A, Irvine CA 92618

Join SCC/NCRS in supporting "Cruisin For A Cure"

The 10Th Annual Cruisin For A Cure - Saturday, September 25, 2010

SCC will pay **$10 of SCC member's $40** registration fee if you register through our Chapter by **July 15, 2010**.

We will have reserved parking for the event.

Complete the registration form and return it by **July 15, 2010** (with $30 check made out to SCC/NCRS) to **Treasurer:** Larry Wright, 6727 Kurl Way, Reseda, CA**.** For SCC/NCRS information, call Allen Morris at 949-367—9000.

Cruisin For A Cure Orange County Fair & Expo Center, Costa Mesa, CA Car Show 7:00 AM to 5:00PM.

Gates open to participants at 4:30 AM

Open to all American made rods, customs, muscle & classic cars Corvettes, trucks, specialty vehicles, and EVEN SOME NEW RIDES Cruisin' all day! Limited to 3,300 entries.

Call the Doubletree Hotel and mention "Cruisin For A Cure" for special rates Tel: 714-825-3333

General show info or questions, Vendor/Exhibitor information: call 949-752-5115 Ext. 10

Name: _____

Street_____

City: _____ State: _____ Zip: _____

Make: _____Model: _____Year:_____

E-mail: _____@_____

Send Participant Entry $30 (Check payable to SCC/NCRS) to: Larry Wright, 6727 Kurl Way, Reseda, CA

The undersigned agrees to indemnify and hold harmless Cruisin' For a Cure volunteers, Jonsson Cancer Center Foundation, UCLA Jonsson Cancer Center, or employees from the Jonsson Cancer Center, State of California, the District Agricultural Associations, County of Orange County, or Citrus Associations, City of Costa Mesa, Orange County Fairgrounds, Orange County Marketplace and their officers, agents, servants, directors, employees, or volunteers, and against all liability of less or damages that the participant or family, relatives, or guest may sustain or incur as a result of claims, cost or judgments arising from the participants involvements to the "Cruisin' For a Cure" show. Participant(s) acknowledge he/she/they have liability insurance as required by the State of California Department of Motor Vehicles-CYC 16020 section (a-d)

Please fill in the required information below.

Company: _____ Policy # _____ Expiration Date: _____

Signature _____ Date_____

Spring Meet Registration

Saturday March 13, 2010

Corvette Mike

1133 North Tustin Avenue Anaheim, California 92807

Nearest Hotel: Extended Stay America, 1031 N Pacificenter Dr., Anaheim, CA 92806

Reservations: 714.630.4006

Event Information: Contact: Bob Crane 714.458.6395 bcrane@socal.rr.com

Cars must be in place at **7:30 AM Saturday,** with a judge's meeting at 8:00 followed by an owner's meeting. We do request that you mail in the registration form on or before **March 1, 2010.**

The following information will be used on your judging summary sheet if you are having a car judged.

Fees:

Meet Registration Members **$20.00** (spouse & children under 23 yrs) **Includes Lunch**
$**25.00 Postmarked after March1, 2010** ..... $_____

Meet registration Guests 1/2 of members' registration: **$10.00**, **Postmarked after March1,2010, 12.50**….. $ _____
Flight Judging **$ 50.00** .... $ _____

Sportsman Award **$10.00 (No Ribbon $3)**..... $ _____
Make checks payable to **SCC/NCRS** and Mail registration form and fees to: Jerry Louer
425 Atwood Drive. Corona, CA 92879 Phone: 951.734.9818 Email: pnjlouer@sbcglobal.net **Total $** _____

Please enter the following car for [ ] Flight Judging 53-96, [ ] Sportsman Award, [ ] Bowtie display/Special interest Display (no fee).

Year _____ Complete Vin # _____

Horsepower _____ Exterior Color _____ Interior Color & Fabric _____

[ ] Convertible [ ] Coupe[ ] Corvette Driven [ ] Corvette Trailered, [ ] Need trailer parking

Notice: There will be a limit of 10 Corvettes. First come first serve. No cars accepted after March 1

I would like to help with:

[ ] Flight Judge, [ ] Observer Judge, [ ] Tabulate
Name _____

Judging 1st Choice _____ 2nd Choice _____

[ ] Flight Judge, [ ] Observer Judge, [ ] Tabulate
Name _____

Judging 1st Choice _____ 2nd Choice _____

Notice: A chapter gift will be given to all judges & tabulators that are registered prior to the meet.

Member, Spouse _____Guest _____

Address _____ City _____ State _____ Zip _____

E-mail: _____ Chapter Affiliation (if any): _____

Phone (Home): _____ Work: _____Cell: _____

NCRS National Membership Number (see mailing label on your Driveline or Restorer): _____

All registrants (even if you are not having your car judged) must read and sign the hold harmless agreement as follows: Whereas owner voluntarily enters his/her vehicle in the NCRS event described above, it is agreed as follows: (1) that in consideration of SCC/NCRS and NCRS permitting the undersigned owner(s) to participate in this event, the owners(s) will insure his/her vehicle against loss, damage, and liability and will provide proof of such insurance being in effect at the time of the event. (2) That the owner(s) does hereby agree to indemnify and hold harmless the SCC/NCRS and NCRS, all its officers, directors, agents, employees or assigns for any such acts of omissions which may result in the theft, damage, or destruction or injury occurring during or as a consequence of this event, wherever located. (3) That owner(s) in attending this event does so voluntarily and agrees and assumes the risk of any and all damage to his/her vehicle or of injury to his/her self or others and hold SCC/NCRS and NCRS harmless there-from. (4) The vehicle must be insured and "registered" to the person showing the vehicle for judging.

Please fill in the required information below. You must also provide/bring proof of in-force liability insurance and current registration for the Corvette to be judged.

Company _____ Policy # _____ Expiration Date _____

Signature _____ Date_____

Condensed Minutes

EXECUTIVE BOARD MEETING

By Diana Wright, Secretary

EXECUTIVE BOARD MEETING SCC/NCRS OCT. 11,2009

Don Troyer called the meeting to order at The Hobb's Ranch at 3:20 in the afternoon. Those Board Members in attendance: Allen Morris, Jerry & Pat Louer, Darold Shirwo, Ed & Barbara Vignone, Larry & Diana Wright, Bob Crane. Also attending: Pat & Kay Collins

Secretary's Report: Allen made a motion to pass the minutes as corrected. Bob seconded and all were in favor. Motion carried.

Treasurer's Report: Larry stated our finances are doing well. Pat Louer made a motion to approve this report, Ed seconded. All in favor, motion approved.

Officer's Reports:

Bob Crane stated that the chapter picnic which we all just attended was a Great Success! We had 50 members and guests in attendance today. Bob and Verity did a fabulous job of organizing. Thanks to all who helped.

Allen stated that his Birthday was January 25th. Thank you for letting us know that, Allen.

Barbara has sent in our 3rd quarter report to our National Rep. All of our events have been covered.

Old Business:

Bonding Strip deadline has come and no new reports or articles will be accepted for this printing.A discussion was made for a cover for the next issue.

Board member nominations were made. Larry made a motion to accept the nominations as put forth, Jerry seconded. Passed unanimously.

Crusin' for a Cure: Allen stated that 8 chapter members brought our their lovely cars for this event. It is a very worthy cause and a lot of fun. Let's try to double this number for next year.

Calabasas Judged Meet: Jerry stated we have 85 people registered for the meet. There are 14 cars to be judged. Barbara made a motion to have the chapter provide lunches for all registrants at the meet. Jerry seconded and was passed .

Holiday Brunch: Nothing new to report at this time.

Future Chapter Meet: Rusty & Verity Hobbs have volunteered their home for an upcoming meet.

2012 National Convention: Pat Collins reported things are progressing nicely. An interesting discussion was the end of our meeting. More news later.

Darold made a motion to adjourn the meeting, Bob seconded. All in favor.

Respectfully submitted, Diana Wright, Secretary

MINUTES OF EXECUTIVE BOARD MEETING November 9, 2009

Don Troyer opened the meeting at Harbor Chevrolet in Long Beach at 7pm.

Those members in attendance: Bob Crane, Darold Shirwo, Larry & Diana Wright

Jerry & Pat Louer, Brian Quadt, Allen Morris, Jamie Fiffles and Ed Vignone.

Secretary's Report was read and Allen Morris made a motion to approve the minutes, Darold Shirwo seconded this motion. All in favor.

Treasurer's Report was given by Larry Wright. A motion was made by Allen Morris to roll over the CD, Bob Crane seconded. All members were in favor. Larry stated that the treasury was in fine shape at this time. Darold Shirwo made the motion to approve this report and Pat Louer seconded. All in favor.

Officer's Reports:

Bob Crane that the Holiday Party and the Laughlin trip are coming along nicely.

Brian Quadt stated that Jamie Fiffles has turned in a Technical Article for the Bonding Strip. Brian keeps the records of all articles for the Award Program the chapter has going.

Bonding Strip turned out Great! The closing date for the next issue will be January 10th.

2012 Convention: Darold Shirwo, Patrick Collins & Don Troyer met with the convention center recently. Events are in the works.

Cruisin' for a Cure: Allen Morris & Darold Shirwo made a motion to participate in this event once again in 2010. The chapter will once again subsidize the members registrations in the amount of $10.00 per registration. All members were in favor of this motion. September 25,2010 is the date.

Chapter Picnic: What a Great Event! Don Troyer stated we had about 20 Corvettes present. Allen Morris was the Auctioneer for all the goodies members brought to sell for the chapter. And I heard from one member that he looked cute, also.

Fall Meet: Jerry Louer, judging chairman, turned info into Barbara Vignone for National. He also entered all judging and tabulation points into the system. All the judging sheets have been sent to the owners.

Holiday Brunch: Don Troyer received the first reservation for the Brunch. December 6th is the date for this fun event.

Darold Shirwo brought up a topic for future Action. He would like to see a Motivational Program installed that would have incentives for more people to become active in our events. A committee has been formed with the following members: Darold, Jerry Louer, Larry Wright and Allen Morris.

New Business:

Brian Quadt talked of a future event, a modified judging event. Possibly at a Country Club in Seal Beach. They can accomodat 25 to 300 people and cars. A decision will be made in December for this event.

Regional application for 2012, all Board Members were in agreement that we not apply for this event.

Laughlin Trip: Come join us and shake off the stress of the Holidays! January 6th is the date we leave on our Road Trip. We will meet at Krispy Kreme. Allen Morris & Darold Shirwo are working on room rates at this time. A Corvette Group from Arizona will be there for the celebration of Millard Fillmore's Birthday Bash. This would be an incentive to stay one more day as there will be fun times for us to share.

National Data Base: Darold Shirwo & Jerry Louer will be our chapter representatives to have access to the data base for the coming year.

A 2010 Event: A spring meet at the Resort in San Diego or possibly one in Ventura. Darold Shirwo is working on these two items with a timeline of Mar. 20th or April 10th.

A motion was made by Darold to have an event in Ventura and Bob Crane seconded. This event would be a modified judging event. All in favor.

Allen made a motion to adjourn the meeting and Darold seconded. All in favor. Next meeting will be December 6th after the Holiday Brunch.

MINUTES OF EXECUTIVE BOARD MEETING DECEMBER 6, 2009

Don Troyer opened the meeting after our Holiday Brunch at the Almansor Court. Those members in attendance: Brian Quadt, Jerry & Pat Louer, Ed & Barbara Vignone, Bob Crane, Darold Shirwo, Jaimie Fiffles & Larry & Diana Wright.

Secretary's Report was read and Allen Morris made a motion to approve the minutes, it was seconded by Darold Shirwo and all members approved.

Treasurer's Report was given by Larry Wright. Larry stated that our finances are in fine shape. Ed Vignone made a motion to approve the report, Pat Louer seconded. All were in favor. Larry also stated that the chapter CD rolled over for 1 year on Nov. 10th.

Bonding Strip: Jamie stated that the closing date for the publication would be Jan. 10th. All articles must be in by this date.

Darold and Allen reported on the Cruise to Laughlin on Jan. 6th. Just a great time to bring out the Corvettes and relax with friends. Hope you all join in.

Spring Meet: Darold has been working on a Spring Meet in Ventura. Not many of the hotels have been helpful. Many members have listed possible areas for this meet. We will investigate a few places before firming up this event. The date suggested was March 20th.

Cruisin' for a Cure: Allen let us know the date will be Sept. 25 , 2010 .

Chapter Picnic: No date or info on this as yet.

Fall Judged Meet: The location will probably be the Hobbs Ranch with a date in Oct.

Holiday Brunch: This was once again a success. So nice to see so many friends turn out in their finery. Thank You to Don & Carol Troyer for putting this all together for us and handling all those wonderful Door Prizes.

Next Board Meeting: January 12, 2010 at Harbor Chevrolet in Long Beach. The meeting starts at 7pm.

Barbara Vignone made a motion to adjourn the meeting, Jerry Louer seconded. All were in favor.

Chapter Badges $5.00

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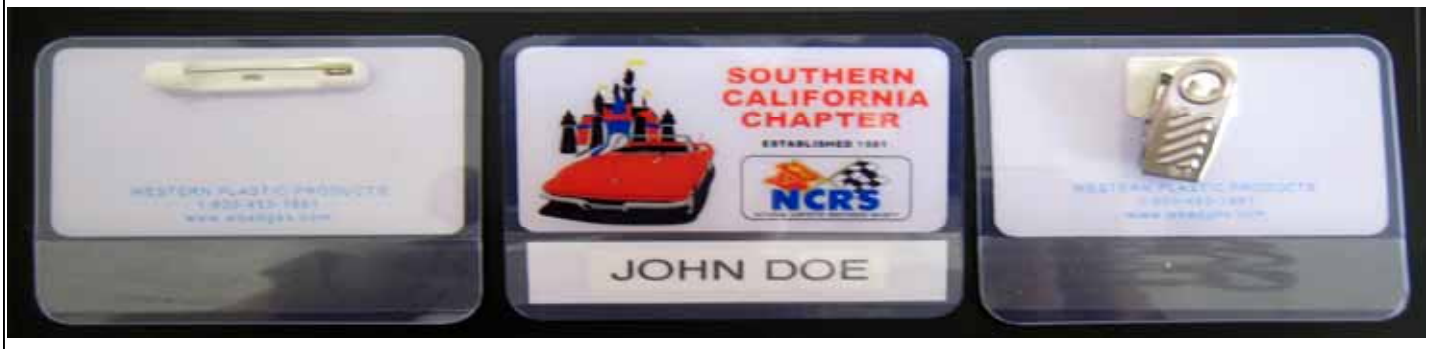

Select Pin or Clip Type

Contact: Darold Shirwo

8484 Wilshire Blvd., #605 Beverly Hills, CA 90211

(310) 278-2000 dshirwo@aol.com

Members *Classifieds*

Corvette For Sale: 1993 40th Anniversary ZR-1 One of 240 sold to the public. Complete documentation including original window sticker, build sheet. Four Top Flights, PV, Dave Hill Mark of Excellence Award with 100 points. Every option, with original tires bagged and stored. Includes Doug Rippy performance chip, and a Borla cat-back complete exhaust system. $52,000 Ed Hoffman, ed_hoffman@yahoo.com 702-407-1647.

Corvette For Sale: 1976 L-82 Auto 11K original miles Mahogany w/ Smoke Grey leather. Original Owner $22,000 Tom 760-275-6376 or pstoms@aol.com

Parts For Sale: Cast Iron Intake Manifold # 3799349 (300 hp) dated K282 (Nov 28, 1962), Exhaust Manifold #3733976 1957 RH all engines, Cylinder Head #3795896 (250 hp) dated A234 (Jan 23, 1964), Pair of "Powerpack Cylinder Heads" #3725306 (all 210 hp and early 225 hp with 2 bolt exhaust manifold) dated D2556 (April 25, 1956), Complete set of 1963 rear window stainless $2000.00. Set of 1964 seat springs and frames $450.00. '58-'62 red steering wheel, no hub $250, '57 beige steering wheel with blue hub $350. Carlos Vivas (805) 929-0838 email- Mrs1963vet@aol.com

Parts For Sale: Nice set of '64 hubcaps. $250. Mike McCloskey #8767 clutchmccloskey@yahoo.com or 661-257-4330

Parts For Sale: Set of original '69 Side Exhaust covers. These are 40 year old covers with the normal pitting and flaking on the chrome and cracks in the insulators. Would need repair and replating, or bolt them on for the original look. $300. Jamie Fiffles (818) 246-5745, jamiedfiff@aol.com

Parts For Sale: Early '61 grille bar (without "V" notch). Driver quality chrome (some minor pitting). $50. Dean Rose (918)286-1077, deanrose@cox.net

Parts For Sale: 59 Vette radiator original Harrison dated 58G core leaks. $50, 67 Original GM rocker moldings a few scratches but not bad . $40 Tom 760-275-6376 or pstoms@aol.com

Parts for Sale: 1967 Day/Night mirror (reproduction) in great condition - $30; Used original Harrison radiator #3155316 dated 70H - $100; Reproduction black carpet set for '66 (never used) - $75; Steel wheels (4), 15x6" (original Chevelle wheels), .50" offset, powder coated and in good used condition, used for '65-'66 replacement wheels - $50 ea. email Rob at cbrmyrick@cox.net

For Sale: 1953-55 Reproduction exhaust extensions. Both Short (53-E54) and long (L54-55) styles. Made by us in the USA no foreign junk. Correct and ready to go. Contact Gary Hiltunen 530-259-5997, arunner@frontiernet.net for photos and prices.

For Sale– Haulmark 24F Trailer, Custom oak interior 12000 GVW, Electric Front Hoist, Dovetail rear ramp for low vehicles. $6500 310-930-1449. Patrick Collins #6504.

For Lease (or Sale): 3920 square foot commercial building in Torrance Post Office area. Contains 2 small offices, 2 restrooms, the rest is open space - no interior poles. 14 foot ceiling. Large roll up door. Plus fenced yard. Wired for alarm. Previously used as a restoration shop. Great location to store cars. Carlos Vivas (805) 929-0838 email- Mrs1963vet@aol.com

License Plates For Sale: Contact: Allen Morris 949-367-9000 California 63-69 (black-yellow) Have about 75 pairs. All different condition and pricing. You will be able to put these plates on your car July 2009. Call for your needs and pricing.

Wanted: Set of nice knockoff spinners and lug nuts (1964) and original '64 console for powerglide and power windows (no holes for seat belt holders). Darold Shirwo - DShirwo@aol.com, 310 278-2000

Please email Member Classified submissions to: jamiedfiff@aol.com

Chapter Shirts and Sweatshirts

Polo Shirts **$25** Sweatshirt **$30**

Contact: Diana Wright

6727 Kurl Way, Reseda, CA 91335

H 818.705.4884 **wryteone@aol.com**

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TIME: Meet 8:30 AM – Leave 8:45 AM

Cruise to PALM SPRING to the 4th Annual Un-Car Show – Downtown Palm Springs.

NO CHARGE FOR THIS SHOW

This is located on Palm Canyon Drive & Mesquite Ave. Approx.1:00 PM cruise to NCRS Member Tom Pinard's home for a BBQ. Hamburgers, Turkey-burgers, Hot Dogs will be hosted. **Bring your own drinks and chair.**

RSVP by March 25, 2010 to:

Bob Crane-714-458-6395 or Allen Morris-949-367-9000

Tom needs to know how much food to buy for the BBQ

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LFA wants to help you experience the passion, stop by our showroom when your in town and take a walk down memory lane, your sure to be glad you did. Heck you might even pull some money out of the fickle game we call the stock market and lay some money down on that 1955 Packard Caribbean Convertible your dad had when he was a teenager. Doesn't it want to make you drive down Pacific Coast Hwy in your 1948 Willy Jeepster with the top down and those big shinny white walls glistening in the sunshine, or maybe it's a 1949 Woodie?

LFA is owned and operated by Lake Center Drive, LLC. Directors; Gary Kataris, Wayne Diaz, and Mike Lowther.

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The Southern California Chapter represents members of the National Corvette Restorer's Society from Central California through the Mexican border. It was formed in 1981 and we currently have over 200 members. Any membership inquirers and change of address should be sent to :

Membership Chairman

Darold Shirwo,

8484 Wilshire Blvd., #605

Beverly Hills, CA. 90211

Return address:

SCC / NCRS Bonding Strip

Circulation:

Don & Carol Troyer,

1234 Sierra Vista Ave.,

Alhambra, CA 91801

Mail to:

Advertising Rates for the Bonding Strip

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Yearly rates are based on a calendar year. All funds payable to SCC/NCRS. Payment terms are net 30 from date of billing. Rates do not include additional artwork services, as required. Photographs should be high resolution at least 300 ppi. Advertising copy should be submitted to the Editor no later than 15 days before the first month of the issue advertising is required to run in. Submit all advertising and payment in full to the editor.

Business Card Advertising. Business cards must be no larger than 2-inches by 3 1/2-inches. Larger cards will be reduced to fit.

Yearly Rates; SCC members: $20.00 , non-members: $30.00

Commercial advertising	Yearly Rate	Per Issue Rate
Full Page (8.5" x 11")	$250.00	$65.00
1/2 Page	$140.00	$35.00
1/4 Page	$75.00	$20.00
1/16 Page	$50.00	$15.00

Members Classified "Wanted and Parts for Sale" are free. However, they can not be carried over to the next issue unless requested before the Editorial / Advertising Deadlines.

The Bonding Strip Editorial / Advertising Deadlines

Following is a list of Deadlines for submitting material to be printed in future issues of The Bonding Strip

Volume 1. February - April issue: January 10,

Volume 2. May - July issue: April 10,

Volume 3. August - October issue: July 10

Volume 4. November - January issue, October 10

Send editorial contributions and advertising to the Editor. Preferred media for submissions is by e-mail and attachment, or by mail on computer disk in in MS Word® or its equivalent. Chapter email sccncrs@ncrs.org